

MAILS.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About THURSDAY, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. Cathemann	FRIDAY, 21st May, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIESE	Broc	10th May, P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	X	24th May, P.M.
MARSEILLES, VIA PORTS	OCEANIE	Sellier	25th May, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 27th April, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOPIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents.

Hongkong, 9th October, 1908.

HONGKONG-MANILA- ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Siefert	MANILA	About 30th April, 1909.
S.S. "MANDAL"	1,917	Erickson	Do	

For Freight or Passage, apply to

BARRETTO & CO.,
Agents.

Hongkong, 23rd April, 1909.

Intimations.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 90.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.
Liebers, Bootle, A. I. and Watkins.
Yokohama, May 23rd, 1909.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS CO.
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHAW, TOMES & CO.
Agents

Hongkong, 23rd July, 1909.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL ORNAM
P & O. SPECIAL LIQUOR BOTTLE
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES
Hongkong, 23rd March, 1909.

FURNITURE WAREHOUSE.

LI KWONG, LOONG & CO.,
司公隆李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at

No. 39, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.
25th May, 1899.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 26th August, 1908.

For Sale.

BEST AMERICAN
SUGAR CORN SEEDS
IN PACKETS,
at
10 Cents each.

Apply to—
GRACA & CO.,
No. 27, Des Voux Road.
Hongkong, 20th April, 1909.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT
FRENCH STORE
(Opposite ASTOR HOUSE).

NOW SHOWING
A Large and Fancy Assortment of
The Best FRENCH TOYS, DOLLS,
TOM SMITH'S CRACKERS,
CADBURY'S CHOCOLATE,
PERNOT BISCUITS.
&c., &c., &c.
Hongkong, 23rd November, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.45 per Bag ex Factory.

SHAW, TOMES & CO.,
General Managers
Hongkong, 15th August, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELERS) FORM.

A WONDERFUL DISCOVERY.
This is the age of scientific advancement, when all nature is so far surpassed by the scientific method of discovery that the old-fashioned empiricist is no longer a factor in the progress of the world. The discovery of the THERAPION is a case in point. It is a discovery that has revolutionized the treatment of all the diseases of the human system. It is a discovery that has brought about a new era in the history of medicine. It is a discovery that has brought about a new era in the history of the human race.

THERAPION.
The preparation is a pure and simple one, and is made from the most refined and purest of the medicinal plants. It is a preparation that has been used for centuries, and has been found to be of the greatest benefit to the human system. It is a preparation that has been used by the most famous physicians of the world, and has been found to be of the greatest benefit to the human system. It is a preparation that has been used by the most famous physicians of the world, and has been found to be of the greatest benefit to the human system.

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SHANGHAI'S NEW BUILDINGS.

THE RAILWAY STATION.

Many of Shanghai's old landmarks are rapidly passing away. In their stead are being reared modern buildings of pleasing designs which stand as silent but indisputable testimony to the progress that the Settlement is making. Whilst, of course, it must be readily admitted that the majority of the streets in the business quarter are too narrow to permit the architectural merits of the newcomers to be thoroughly appreciated, the most casual observer would still be compelled to admit that the structures are well designed and form a welcome addition to the company of really noble buildings that is beginning to gather in Shanghai.

Not the least noticeable of these is the new station now nearing completion, of the Shanghai-Nanking Railway. It presents an imposing sight: and standing as it does in ample grounds, it can be viewed with a freedom from other distractions that enables its symmetrical lines to be seen to their best advantage. The mass of brick work with free-stone facings set above the grey granite of the lower portions, forms a pleasing perspective, and the building makes a welcome break to the sky-line in that locality.

The progress of the Shanghai-Nanking Railway is fully indicated by the pressing necessity that has arisen for greater accommodation for the large staff that has to attend to the running of the business. The first thing is the solidity of the building and its attractive design. None of the old or modern established styles of architecture was followed, the architect (Mr Barry) in consultation with Sir John Wolf Barry (Consulting Engineer to the Railway) preferring to be guided principally by the needs of local conditions, of the travelling public and the staff. That he has achieved his mission is once revealed by a tour of inspection of the building.

A representative of this journal was very courteously shown the interior on Saturday morning by Mr. F. W. W. Valpy, Superintendent of Ways and Works. A glance at the plans showed that there would be a 40 feet wide carriage drive ornamented with a central flower garden on the eastern side. From this one enters a spacious and lofty booking hall. Ample provision has been made for even abnormal holiday "rushes" so that the sale of tickets may be carried out expeditiously and without confusion. All four classes will have special ticket offices. The possible wants of the travelling public have further been looked after by the installation of telephone bureaux and telegraph offices, whilst creature comforts are to be provided by an efficient staff in up-to-date refreshment rooms. There are good waiting rooms for the different classes, all the wood-work throughout the building being in teak and hardwood. On the ground floor the inspectors, the station-master and the porters will be housed. The scheme of lighting on this floor is particularly noticeable, as natural light will be obtained by glass roofs, so that even on the blindest days artificial illumination will be unnecessary.

The first floor is reached by an ornamental staircase of teak railings, newels and banisters with solid teak treads. On this floor the offices of the Managing Director, the General Manager, the traffic manager and their chief clerks, and the Board-room will be situated. The rooms look very comfortable even though they are not quite complete. At present the fire-place fittings are only temporary, as it is intended later on to replace the small ones now in position with much grander ones, on which will be emblazoned in block letters of brass the monogram S.N.R.

The second floor will be given over to the engineers and their clerks, and the accountant. Here again comfort is the keynote, and the trying effects of summer and winter should be brought down to the irreducible minimum. The whole of the third floor is entirely devoted to the accountant's staff, and on the fourth storey a plant will be installed for ticket-printing, and stationery will be stored.

Strong-rooms have been built in convenient places and a special feature is the luggage office on the ground floor to which easy access may be gained. Nothing seems to have been forgotten, as alongside of the luggage office is the fully-equipped surgery of the Company's foreign doctor, whilst the services of a native doctor will also be available. Communication between the various offices will be established by a comprehensive system of microphones and the whole building will be electrically lighted by the Company's own plant.

At the present time the arrival platform is being roofed in, and this will prove a boon to passengers during the wet weather, while the same roof will also serve one of the departure platforms. It is anticipated that the whole of the staff will be in the new quarters within a month from date, and then the present rambling buildings will be demolished.—N. C. D. News.

SEIZURE OF OPIUM.

THREE FRENCHMEN ARRESTED.

The *Shanghai Free Press* of 20th inst. reports:—On the arrival of the French mail steamer *Caladonia* from China ports, yesterday morning, chinties Nos. 14 and 3 boarded her and arrested three Frenchmen. On being searched the men were found to be in possession of 376 taels of illicit raw opium valued at \$564. They will be charged this morning.

GUN.
DIRECT from the manufacturer at lowest prices. 12 bore Double Breakdown from \$175 each. Illustrated Catalogue of Guns, modern Shot Guns, Combination Guns, Sporting Rifles, &c., post free. J. D. JAMES & REYNOLDS, George Street, Manchester, London, E.C.4, England.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following URGENT Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Sikley.	Sai Kung.
Cape Collinson.	Sau Tau Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Flag-houses.

J. G. FINE,
Director.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!It has been proved by repeated experiments
that "WATSON'S HYGIENOL" is the
most potent agent for the destruction of fleas,
especially rat fleas.It has now been proved that Plague is
conveyed to human beings by means of fleas
from rats which have died of this disease.All risk of infection can be avoided by
washing the floors, etc., or sprinkling where
the fleas are likely to be with a dilute solution
of "WATSON'S HYGIENOL." A tea-
spoonful to a pint of water, or a teacupful to
three gallons, makes a solution of the strength
required for this purpose.HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$2.00A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARYAND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [28]

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Home Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 28, 1909.

A REJOINDER TO JAPANESE
MISSTATEMENTS.

Some few days ago we published in these columns a translation of an interview which one of the Japanese vernacular journals had obtained with an unnamed individual who was apparently prominently associated with the sugar industry in Japan. The translation was reproduced from the *Japan Chronicle* and may therefore be assumed to give a correct idea of the curious statements enunciated by the Japanese sugar expert who expounded his views to the native journalist. According to the gentleman interviewed, imported sugars from Hongkong and Europe enjoyed advantages under the Convention tariff which permitted them to compete on exceptionally favourable terms with the Japanese product; and he suggested that the Government of Japan should amend the tariff laws as to afford Japanese refineries increased opportunities of fighting against outside competition and, in effect, to enable the Japanese manufacturers to hunt the foreign article altogether. Such a proposition as that, to increase the tariff arbitrarily, entirely ignored the principles of honesty and fair dealing; because it implied the non-recognition of existing treaty obligations and convention agreement. Moreover, the arguments of the gentleman interviewed were wholly based on false premises, inasmuch as his figures were absolutely at variance with the actual facts. No doubt his contention that Japanese sugar refineries should be placed in a position of superiority to its foreign product by the imposition of additional taxation on imported sugars was expected to appeal to the general mass of the people who know little or nothing of the value and importance of their observance, but no Government, least of all Japan at this juncture, could by any slight of hand trick or hasty party prodigies, fail to observe the rights of those

nations with which she had entered into a "definite compact." Of course, it is needless to remind readers that at the present time the sugar industry in Japan is in a chaotic condition owing to the operations of certain manipulators whose labours in the direction of defrauding investors are now receiving the unwelcome attention of the Government. The banks have also resolutely set their face against advancing a single sen to enable the refineries to emerge from their difficulties, believing that it will be for their own ultimate good if they successfully work out their own salvation. For these reasons it would naturally be to the advantage of some operators to throw dust in the eyes of the people generally and by adopting the old shift of making the figures suit their personal interests induce a proportion of the nation to employ pressure on the Government with the object of securing special, if unconstitutional, privileges for those engaged in the refining business. We will briefly recapitulate the statements which are attributed to the gentleman in Japan, in order that the position may be understood. After declaring that the tariffs are extremely unfair, he explained that "the duty on the crude second quality of sugar is Y2.25 per 100 kin, on the third quality 74.8 sen, and on the 4th quality 82.7 sen, the last two being refined. The case is made worse by the importation of cheaper Formosan sugar, which is protected by the Government and on which favour is shown in imposing the excise. Owing to the attention of the Government being directed to the matter, the Formosan authorities are correcting their method of imposing a light excise on sugar produced in Formosa; but the yoke of the conventional tariffs cannot be removed before July, 1911, when the existing treaties are to be revised. If the sugar-refining industry in Japan is left in its present plight, it may die before 1911." Then he proposed as the most appropriate remedy that the Government should reimburse importers to the extent of the entire Customs duty levied on crude sugar and the raw material used in refined sugar. The total loss of revenue to the Government would not exceed 600,000 yen, and it would enable Japanese sugar-refiners to lower the price of their manufactured product to Yen 37.70 and thus check the importation of foreign refined sugar. All this sounds very fine, if the figures were reliable, but a different complexion is given to the case when we submit the facts which we have elicited from an informant, and publish in another column, who is thoroughly conversant with the sugar industry both in Hongkong and Japan. In confuting the hypothesis of the Japanese gentleman it has to be noted, says our correspondent, that on refined sugars imported from Europe and Hongkong into Japan the Japanese refineries have an advantage in the duty of about 46 sen per picul all round. This arises from the following circumstances:—Raw sugar from foreign countries imported into Japan pays 30 sen per picul, out of which the Japanese refineries can manufacture say 40 cattie white and 55 cattie yellow sugar. On these quantities—40 and 55 cattie of Hongkong refined sugar—the import duty into Japan is about 74 sen, leaving a margin in favour of the Japanese refineries of about 44 sen on every 95 cattie of refined sugar. In other words, the Japanese Government taxes raw sugar at a low rate of import duty; these raws are refined and no extra duty charged after their conversion. It is therefore incorrect to say that the Hongkong refineries have any advantage—the boot is on the other foot—they are actually differentiated against, and the outcry in Japan, as reported in the *Hongkong Telegraph*, is entirely unwarranted by actual facts. It is unnecessary to add anything to that clear and simple exposition of the facts except to say that when the limelight of criticism is turned on the spectacles conjured up by imaginative Japanese sugar manufacturers they cut but a sorry spectacle under the ordeal.

SOME SANITARY ITEMS.

Although there appears to have been little or no diminution in the debating capacity of the members of the Sanitary Board as evidenced at yesterday's meeting, the subjects dealt with as a whole were not of supreme general interest. One or two questions arose, however, and these merit attention as they affect the Chinese community and the servants of the Board. At the outset, the President submitted a somewhat disquieting minute regarding the prevalence of plague at Sam Chun, where it was stated that over a hundred deaths had occurred during the last few days and that two markets had been postponed owing to the outbreak. That is an extremely serious state of affairs, especially as the Hongkong Government cannot interfere with the object of abating the disease, but we are assured that steps are being taken to prevent the immigration of contacts into British territory. Exactly what right the British authorities have to erect an exclusion wall against Chinese hawkers who wish to cross from the Chinese city of Sam Chun to the New Territories we cannot tell, but presumably the Government is acting within its powers in doing so. The additional statement which was made that the police authorities in Hongkong are watching those launches which come from ports on the mainland to this Colony is somewhat enigmatical. Are the police officers supposed to be plague experts in the detection of infected cases? And have we the right to exclude all Chinese whom an over-zealous official might consider to be afflicted with the disease? Of course we must protect ourselves against a repetition of the dread summer of 1894, but we must also keep within our obligations to the Chinese Government. Mr. Hooper seemed to think that not only are Chinese hawkers to be prevented from crossing the frontier, but that all Chinese were for the time being to be excluded, when he said: "The action by the Government of placing a cordon on the frontier to prevent Chinese crossing our territory is very satisfactory." The underlying suggestion that a sufficient number of officials could be placed so as to form a cordon on the frontier and thereby keep out all Chinese is rather a tall order. The chief thing is that the authorities are adopting energetic measures to prevent the plague epidemic raging in Sam Chun from entering Hongkong, for which they are to be highly commended and we trust their efforts in this direction will be entirely successful. With regard to the problem of providing adequate burial grounds for indigent Chinese we confess that the discussion at the Board meeting yesterday is far from illuminating. Everything, apparently, has to await the passing of an amending order by the Legislative Council; but we should have thought that the Governor-in-Council had ample powers to deal with the matter summarily. However, that is not the question. The really important point is that the poorer class of Chinese have to walk a distance of eight miles in order to bury their dead, and we are assured on the authority of Mr. Ho Kom Tong that this involves them in an expenditure of between \$10 and \$15. To Chinese living in the poorer districts of the city either of these sums would constitute a small fortune, and we are at a loss to understand why it is that the Tung Wa Hospital, which is generally so ready to come forward and assist the Chinese poor in times of sickness and distress has remained inactive in this case. We remember that when the question of dumping dead bodies was on the *table* last year the directors of the Tung Wa Hospital made a declaration to the effect that they would be willing to receive all dead bodies for interment and also provide the coffins required. Probably the fact that the Chinese poor do not solicit the aid of the Hospital in every instance where a death occurs in a family is due to the aversion which the poorer class of all nationalities have from being indebted to outside help on such occasions. The discussion on this subject wandered at will along a labyrinthine course and finally the Director of Public Works settled matters in a few remarks which are certainly not on the side of lucidity. He is reported to have said:—"In consequence of the Medical Officer of Health's minute, which came to me in the ordinary course, I have had an inspection made of the cemetery, and I found an area which would suffice to carry the burials of section A until the question of exhumation is settled. I move that that area should be utilised for the purpose of interments." If the D.P.W. had made that statement in the first instance there would have been no need for having any discussion at all, but perhaps it was intended that the "unofficial members" should have an opportunity of ventilating their views, and certainly some interesting and curious facts were elucidated. Coming to the question of the draft estimates the principal point to be considered had reference to the redistribution of the districts under the control of the sanitary inspectors. At the present time there are sixteen sanitary inspectors in Hongkong who have charge of ten districts. It is now proposed to increase the number of districts and at the same time reduce the number of inspectors—which is an anomalous suggestion to say the least of it. On the ground of retrenchment, and at a time when plague is threatening the Colony, the city is to be divided into twelve districts with one inspector in charge of each while the services of the superfluous inspectors are to be dispensed with as soon as possible. Are we to assume then that there are superfluous inspectors in the Sanitary Department and if so, where are they located? It is admitted that the city of Victoria is in a far more cleanly condition at the present time than it has ever been before. Have the superfluous inspectors had anything to do with that condition of things?—And, again, what is to be done with these superfluous? Surely it is not proposed to disperse them, after they have at least assisted in this good work of making Victoria the healthy, clean, and sanitary city that it is declared to be. We are informed that at this moment many of the inspectors are over-worked as it is, so that if the suggestion of the Board is adopted by the Government the remainder who are not considered superfluous will be slave-driven. Doubtless that will evoke a smile among the non-official element of the community, but we give it for what it is worth. In any case we are bound to hear more about the matter before the final decision is reached.

A VESSEL IN DISTRESS.

An extraordinary story, showing how the use of wireless telegraphy may lead to the most unforeseen results, comes from Kobe, through Osaka. On the 17th inst., the Marine Disaster Relief Association at Tokyo received a message from the Choshi wireless telegraph station to the effect that a communication had been recorded from a ship at sea. "As she communicated by the international code"—these are the words that are worthy of attention—"and is not a vessel that has exchanged messages with this station before, it is regarded as practically certain that she is a foreign steamer of over 3,000 tons." The message went on to declare that the vessel was asking for aid, an explosion having occurred in her engine-room. The wireless operators could not find out the name of the vessel or her location, but they wrote that "the ill-fated vessel repeatedly asked for help by the international code for several hours." She evidently did not know the cipher call for this station. The station repeatedly asked her by the English and international codes for her name, location and owners but no answer was received. Then it appears a wireless call was made in and he expressed the opinion that a large vessel had foundered in the Pacific with all hands. Great excitement was created at Choshi wireless station on receipt of the message and information was sent to the Naval Department of what had happened. A day or two later the real facts of the case were discovered and they are worth recording if only to show how the vagaries of the system may affect nations in times of emergency. It seems that the British warships *Kent*, *Bedford*, and *King Alfred*, while about 300 miles of Choshi, engaged in manoeuvres, in the course of which they exchanged by way of practice wireless telegrams among themselves. These telegrams were intercepted by the Choshi station in a fragmentary form, and the station officials, on attempting to decipher the messages by the international code, were dismayed to find that a number of the words were such as would be used by a ship in danger. According to the *Japan Herald* it is stated that the message received by the Choshi wireless telegraph station read "V.A.W., B.D.M." of which A.W. means "the boiler has exploded but no sustained serious injuries" while B.D. is interpreted as "the damage can be repaired in—hours." Two other code words were undecipherable. It would seem in these circumstances that wireless telegraphy as the medium of a gigantic hoax could scarcely be excelled. At the same time and joking apart, the advantage of having wireless telegraph stations along the coast can scarcely be over-estimated, especially when they are situated in the vicinity of waters crossed by vessels employing the wireless method of communication. The only question we should like to ask is—Did the British warships receive the messages sent out by the Choshi station and if so what did they think of them? It is scarcely to be believed that in practice the warships were using the international or any other well understood code, but of course that is a matter on which we are little likely to receive any enlightenment. But if the warships did use a form of code which was liable to misconstruction we should have thought it was the duty of the commanders, on learning that their signals were being received by a Japanese station and misinterpreted, was to enlighten that station as to the true facts of the case so that any possible alarm and excitement that might have been engendered should have been immediately allayed. We say nothing regarding this instance of intercepting naval messages but it gives one furiously to think.

LOCAL AND GENERAL.

The Navy Commissioners have decided, as an initial step in the reorganisation of the Chinese Navy, to build an ample supply of torpedo boats and light ships for guarding harbours. Two suspicious Chinamen who were found roaming around the Central district at three o'clock this morning looking for a likely prey, were lodged in gaol to-day. The first man got three weeks and the other fifteen days. An unsuccessful attempt to pick the pocket of a hawker in Chung Lane yesterday afternoon, resulted in the pickpocket, Tam Yee, being sent to gaol this morning for three weeks. The only thing that is worrying Tam now is the surprising discovery he made the morning—the hawker's pocket was empty. WHILE in the act of removing an alarm clock from a hawker's stall in Cochrane Street last night, the noisy thing started ringing the hour nine, which, of course, aroused the owner, and the thief was captured. The weight of evidence was against him, and in the Police Court, to-day, the thief, Tong Heng Kat, was sentenced to two months' hard labour and six hours' stocks. Timed both ways. THE fourth general meeting of the Japanese Steamship Company is to be held at the end of May, when the business report for this term is to be submitted. It is said by Japanese papers that no dividend will be declared, as the business has not been favourable on account of the decrease of water in the Yangtze, coupled with the severe competition of the British, German, French and Chinese steamships.

The Stranded
"Scandia."

VISIT TO LINGTING ISLAND.

S.S. "NICOMEDIA" STANDING BY.

Absolutely no fresh information has reached the office of the Hamburg-Amerika Linie or of the Hongkong and Whampoa Dock Co., who have been given the contract to refloat the s.s. *Scandia* on Lingting Island, concerning the stranded vessel. Beyond the meagre facts already recorded of the stranding, no further particulars have been available for publication from either of the above firms to-day. From a member of a party who visited the scene of the accident yesterday afternoon, a *Telegraph* representative has been able to glean a few impressions as obtained on the occasion of the afternoon's excursion. The launch approached within fifty yards or so of the *Scandia* which lies off Ling-tung in an easterly direction, on the south point of the island. As far as it could be judged from a cursory observation the bow of the *Scandia* appeared to lie flat on the rock while her stern is in deep water estimated at from ten to fifteen fathoms. The same Company's released steamer from the Portland run—the s.s. *Nicomedia*—was seen to be standing by. The latter vessel was anchored just off the island and was receiving a quantity of cargo from an iron lighter that had been towed down to assist in salvage operations. A large gang of coolies was working aboard the *Scandia*, and they appeared to concentrate their efforts in the No. 2 hold getting out what looked like barrels of cement from a distance in order to save them from damage by sea water. Each sling was heaving up on deck five barrels at a time.

It was also probable that the *Nicomedia* would assist in pulling off the *Scandia* from her perch, for at the time of our informant's visit there was all the appearance of preparations being made aboard the *Nicomedia* in fitting up her towing gear. The crew were getting ready the vessel's big steel wire hawser on the poop and coiling it down.

The Duck Co's tug *David Gillies* was anchored inside of the *Nicomedia*. By her position the might easily have been mistaken for any passing vessel as being abreast of the latter, while in stern she was about a ship's length off the *Scandia*, lying stern to stern with the crippled vessel. Apparently nothing was observed from her whilst launch which furnished any indication that salvaging operations were in progress, but upon closer inspection it was seen that pumps had been installed on the fore hatch of the *Scandia*. The steamer had thrown out a rope from her bow by means of which she was made to the rock ashore. While the engines operating the pump were blowing off steam no discharge of water from the pipes over the side of the *Scandia* was discernible from the launch and the conjecture was formed that possibly the pumps might have been used to force air into the hold in which the coolies were working getting off the cargo. If any divers had been at work at the time of our informant's visit none could be seen at the time of the visit.

Besides the *Nicomedia* and the *David Gillies*, the only other vessel near was a large launch which carried a funnel with a double band, probably one of the familiar fleet belonging to Messrs. Tak Kee & Co. That launch was supposed to maintain the despatch service between the *Scandia* and Hongkong.

Asked as to the position of the stranded vessel, the gentleman interviewed hesitated to advance any very positive theory. He, however, hazarded the opinion that if the vessel can be lightened sufficiently rapidly by the discharge of the cargo, there did not seem to be any insuperable difficulty in rescuing her from her predicament, provided of course that her bottom is not pierced through, as there is fortunately good reason to suppose that her bow is resting flat on the rock. In the afternoon yesterday there was a slight swell, which is not too favourable for salvaging operations. The oscillating movement of the sea rendered visible at a distance the swinging of the boats on the davits. Members of the seafaring fraternity assert that the south-west monsoon is just beginning to be starting on, and if the *Scandia* is to be saved—as all must hope she will be—operations cannot long be deferred. The theory is that if the wind increases from the south-west the exposed position of the *Scandia* becomes increasingly dangerous. From present appearances, however, there is every hope that the refloating of the magnificent liner will be successfully accomplished. That the Hongkong and Whampoa Dock Co. is not relaxing any effort may be gathered from the fact that additional stores and supplies have been despatched from Kowloon this morning to the *David Gillies* which may be relied upon to acquire herself creditably in her mission. The following three lighters have proceeded in the course of to-day to assist the tug *David Gillies* in her work of salvaging—*Tai Pat*, *Tai Sui* and *Tai Sam*. At a late hour this afternoon, we learn that the management are hopeful that the *Scandia* will in all probability be refloated by to-morrow morning.

We have received a copy of the 40th annual report of the Tokio Marine Insurance Company Limited, for the year ending 31st December, 1908. The Mitsui Bussan Kaisha are the agents in Hongkong for the Company, which has been in existence since 1879; the surplus funds in excess of the capital now amount to Yen 6,000,000.

THE Yuchuanpu has obtained Imperial permission to add special scientific courses to the curriculum of the Imperial Polytechnic College in Shanghai. It is stated that Imperial sanction had been obtained by the Ministry of Agriculture, Industry and Commerce to organise a factory for the manufacture of uniform measures and scales under Government supervision to be issued for general adoption in the Empire.

THE SUGAR INDUSTRY.

A PLAIN STATEMENT OF ACTUAL FACTS.

On the 22nd instant we published an article under this heading touching on a Japanese press statement with regard to the present heavy taxation on Japanese refined sugars, and giving certain proposals whereby this taxation might be considerably reduced (if in some cases not actually evaded altogether) in order to enable their sugars to successfully compete with Hongkong refined. The statement referred to certainly conveyed to the general public the impression that Hongkong and other foreign sugars imported into Japan have a distinct advantage in the matter of import duties, and as the subject is one which, at the present moment, in view of the recent disorganisation of the Japanese refineries, is of great interest to Hongkong, we have interviewed parties interested in order to ascertain whether the facts are as represented. We are now in a position to prove conclusively that they are not. Indeed, the "boot is on the other foot" altogether. Japanese sugar really has the advantage over Hongkong and other foreign refined to the extent of about 46 sen per picul all round, as the following figures will show:—Raw sugar from foreign countries imported into Japan pays import duty at the rate of 30 sen per picul, out of which the Japanese refineries can manufacture say 40 cattie white sugar and 55 cattie yellow. On these quantities—40 and 55 cattie—of Hongkong-refined sugar the import duty into Japan is about 74 sen, leaving a margin in favour of the Japanese refineries of about 44 sen on every 95 cattie of refined sugar. In other words, the Japanese Government taxes raw sugar at a low rate of import duty; these raws when refined are charged no extra duty after their conversion. It is therefore quite incorrect to say the Hongkong refineries have any advantage—they are actually differentiated against—and the outcry in Japan as reported is entirely unwarranted by actual facts.

Reference to the above subject is made in our editorial columns.

BILL OF EXCHANGE DISPUTED.

SUCCESSFUL ACTION FOR THEIR INTERNATIONAL BANK.

Another bill of exchange dispute came on for hearing before the Chief Justice (Sir Francis Pigott) in the Supreme Court, to-day. The International Banking Corporation sued the Tung Hing Shing firm, traders, of 249, Des Voeux Road Central, to recover the sum of \$3,000, \$31.50 notarial charges, and interest at the rate of eight per cent. per annum. The defendant, it was stated, were acceptors of the bill, which was dated 1st December, 1908, drawn by the Kwong Mao Tai Wong Wai Chi firm, of Yokohama, and payable to plaintiff fifteen days after acceptance.

Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the plaintiff. The defendants did not appear, nor were they represented by Counsel.

The facts of the case, as stated, were that on the 15th December last, a bill of exchange was accepted by the defendants. The bill was drawn on them by the Kwong Mao Tai firm, of Yokohama. After fifteen days the bill was duly presented to the defendants for payment, but was refused. The bill was thereupon duly noted and protested for non-payment. The defendants, in their statement of defence, denied that they had accepted any bill of exchange. They denied also that any bill was presented to them for payment. They argued further that the document presented was not a bill of exchange, inasmuch as it did not comply with the conditions of the Bill of Exchange Ordinance of 1885.

Mr. Pollock stated that he proposed to prove the allegations in the statement of claim. He said furthermore that he would bring forth evidence to show that the bill was presented, and that it was a bill of exchange. The defendants, he added, had intended to dispute the bill.

Fung Mok Yues, assistant compradore in the Hongkong and Shanghai Bank, was called and shown the bill of exchange. He stated that he had seen many documents made out in a similar form.

Mr. Pollock—How would you describe the document?

Witness—A bill of exchange.

The Court—Is that an order from the Kwong Mao Tai to the defendants to pay the money?—Yes.

To whom?—The International Bank.

In Ming, an assistant in the employ of the plaintiff bank, proved that the bill had been presented to the defendants. He said that he took the bill of exchange to the defendant firm. Somebody in the firm chopped the bill "Sighted." They also entered the date—22nd day of the 15th moon (15th December). After that they returned witness the bill.

Judgment was entered for the plaintiffs with costs.

THE *Manila Times* reports:—The *Rubi*, which went to Corrigidor on Tuesday to discharge two thousand barrels for the fortification work, returned to her buoy in the harbour this morning. The consignments of cement for the fortifications are now arriving on nearly every post that comes in from Hongkong. W. H. Anderson and Company, who have the contract for supplying the cement, have already furnished 100,000 barrels, all of which have been delivered during the last two years, and 150,000 barrels are yet to be delivered. The last cement contract for this work called for 100,000 barrels, and so far the contractors have furnished about 15 per cent. of the total amount.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO BOYCOTTED.

MEETING OF CANTONESE UNIONS.

[By courtesy of the "Sheung Po."] Canton, 27th April.

The Trade Unions in this city held a meeting to-day at which it was resolved to exhort the members not to visit Macao to gamble or to frequent resorts of pleasure in the Portuguese settlement [in other words, to institute a boycott against Macao].

BOXER INDEMNITY.

PROPOSAL TO WAIVE INTEREST.

[By courtesy of the "Sheung Po."] Peking, 27th April.

The representatives of the various Powers now in Peking to attend the funeral of the late Emperor Kwang Su will propose, at a banquet which will be given in their honour, that, in view of the reforms that have been adopted by China, and because also of the impecunious condition of her Treasury, the Foreign Governments should agree to waive the interest on the Boxer indemnity payable by China.

CHINESE BANKS.

FOREIGN MINISTERS URGE FOR GOVERNMENT AGREEMENT.

[By courtesy of the "Sheung Po."] Peking, 27th April.

The Diplomatic Corps in Peking has submitted a representation to the Ministry of Finance, in which the Foreign Ministers urge that Board to guarantee the native Banks, so that foreign merchants may not suffer any loss in their dealings with such Banks.

Both the Waiwupu and the Ministry of Finance refuse to comply with the request on the ground that the native Banks are not subject to the control of the Ministry of Finance.

VICEROY HSU SHIH-CHANG.

EXPECTED IN PEKING.

[By courtesy of the "Sheung Po."] Peking, 27th April.

H.E. Hsu Shih-chang, ex-Viceroy of the Three Eastern Provinces, is expected to arrive shortly in Peking.

PRINCE FUSHIMI.

WELCOMED IN PEKING.

[By courtesy of the "Sheung Po."] Peking, 27th April.

On the 24th inst., Prince Lun Pu and Prince Chiew, in company with H.F. Liang Tun-yin, proceeded to the railway station to welcome Prince Fushimi.

The Prince Regent proposes to accompany His Royal Highness on a visit to the Western Park on the 3rd prox., and to give him an entertainment at the Lun-ye Palace.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—Of the 28th at 11.30 a.m.—The barometer has fallen considerably in Japan, and risen moderately over the Yangtze Valley.

The depression over the Eastern Sea appears to be approaching S.W. Japan. A second area of low pressure lies over the N.E. part of the Sea of Japan.

Pressure is relatively high over China to the North of the Yangtze, and over the Pacific in the neighbourhood of the Equator.

Moderate N.E. winds may be expected in the Formosa Channel, and moderate S. to E. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. to E. winds, moderate to squally, showers later.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Hainan, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

ESCAPE OF A PRISONER.

RE-CAPTURED AT WANCHAI BY "MISTAKE."

Whether it is through gross carelessness or owing to the lack of proper accommodation at the Magistracy that so many prisoners are permitted to escape, is the question which is being asked by responsible persons at headquarters. Yesterday there was another escape, and it was not until late at night that the fugitive was tracked.

Shortly before noon yesterday, a convict named Li To was convicted by Mr. F. A. Hazledorn and given two months' hard labour and six hours' exposure in the stocks for committing a larceny at West Point. Policeman 94 Taylor led the prisoner from the dock into the waiting-room to await the arrival of the committal warrant. It might at this stage be said that there are at all times during business hours a number of *lukongs* and their prisoners seated in the waiting-room, and it is a wonder how it is possible, in view of such odds, for a convicted man to leave the building unnoticed.

However, it is done, not once, but often. When the prisoner, Li To, was "safely" lodged in the waiting-room, Policeman Taylor, who had other cases to attend to, left his man in the custody of a *lukong*, until his return. The *lukong* had a prisoner of his own to watch, too, so that when his committal warrant came, he left Li To to his own devices. Li To, becoming tired of all the fuss made and losing patience at having to wait so long, got up, and in front of everybody, in the waiting-room—*lukongs* and their prisoners—strode quietly out of the room and disappeared. His absence was soon discovered and a bull-bulldog raised. All the while Li To was speeding in a tram-car easterly. Detectives were sent to search for him, but their efforts were unavailing. An excise officer, a native, heard of the escape just by chance, and knowing the fugitive well, set out to do a bit of his own. For a while he also was unsuccessful. In the evening, however, he located the great Li To in the very house he had raided in search of opium at Wanchai. Li submitted quietly to arrest, and is now doing the term already imposed upon him—with another couple of months' *gao* and an extra six hours' stocks thrown in for escaping. His re-capture was only a matter of luck.

In order to avoid such inconveniences in the future it is suggested that a few officers, say three, be placed on special duty in the waiting-room. Then prosecuting officers will be able to attend to other cases without fear of losing their men.

THE CORONER'S COURT.

TUBERCULOSIS PATIENT DIES SUDDENLY.

An inquest was held at the Magistracy, this afternoon, by Mr. Crooner Kemp and a jury concerning the death of a Chinese woman named Yuet Sum, who died suddenly at Yau-ma-ti during the end of last month. The evidence adduced by the police was that Yuet Sum, who resided at 28, Kennedy Street, was a victim of tuberculosis. On the day in question she became suddenly ill. A friend was called in, and the unfortunate woman was given a dose of powder. She expired some hours later.

Dr. Pearce was of opinion that death was caused from tuberculosis and pleurisy.

QUARRY BAY FATALITY.

Another inquiry was convened later in the afternoon for the purpose of discovering the cause of death of a boiler-maker named Ho Pang Chong, of the Quarry Bay Shipyard, who met his death in the docks on the 26th ult. It was shown from the evidence that the deceased was engaged, with a number of other workmen, hammering a flange under a crane. The arm of the crane was suddenly shifted by someone, and suddenly parting from its socket, fell on the deceased, killing him immediately. Cause of death, in Dr. Healey's opinion, was crushing of the skull.

Death by misadventure was the verdict returned.

SHIPPING AND MAILS.

MAILS DUE.

Indian (Lightning) 2nd prox.
German (Prins Eitel Friedrich) 5th prox.
Indian (Sistrang) 8th prox.
Indian (Lalung) 12th prox.
Canadian (Empress of India) 14th prox.

The P. & A. Co.'s s.s. *Numantia* arrived at Yokohama on 25th inst.

The P. & M. S. Co.'s s.s. *Mongolia* arrived at San Francisco on 23rd inst.

The C. N. Co.'s s.s. *Tan* left Manila on 27th inst., and is due here on 30th inst.

The C. N. Co.'s s.s. *Anhui* left Shanghai on 25th inst., and is due here on 28th inst.

The C. N. Co.'s s.s. *Katong* will leave Hilo on 29th inst., and is due here on 3rd prox.

The C. S. N. Co.'s s.s. *Lalung* left Calcutta for this port via the Straits on 16th inst., and may be expected here on 12th prox.

MR. Justice Compertz presiding in the Summary Jurisdiction Court, this morning, listened to the action brought by the Cheong Moa firm, rice merchants, 182, Des Vaux Road West, against the Tai Cheong Company and its managing partner, Wong Yung, to recover the sum of \$788 85, being for goods alleged to have been supplied to the Sang Cheong firm for which the defendants stood guarantee. Mr. F. X. d'Almeida e Castro, of Messrs. d'Almeida and Smith, acted for the plaintiffs. Mr. F. P. Heit, of Messrs. Britton and Hart, defended. It was stated that a quantity of rice had been supplied to the Sang Cheong at defendants' request. A guarantee book was issued, and the goods handed over. Mr. Heit admitted that his clients had signed the guarantee book, but argued on a legal point to show that they were not liable. The case was adjourned.

PHILHARMONIC CONCERT.

LAST NIGHT'S MUSICAL TREAT.

The premier musical organization in the Colony, known as the Hongkong Philharmonic Society, which is under the able tutelage of Mr. Denmao Fuller, Cathedral Organist, is responsible for periodical decided treats to the music-loving portion of the community. Last night, the Society well maintained their traditional reputation in the way of high-class music by presenting to an appreciative audience a capital programme of the choicest pieces of music, which were done full justice to by those taking part. The opening item was "To Sylvia," which is a perfect gem containing some very beautiful words. It was fully rendered by the chorus. This was followed by the appearance of Mr. Frank Grove in a number of bracketed items, which included "When Gretchen Sings" and "The Sea Hath Its Pearls" the singer being twice recalled, the pieces being sung with good effect. The "Cullaby" by Misses Seth and Glover, and Messrs. E. B. Ayris, C. E. H. Beavis and Rev. A. B. Thorhill was well received. Mrs. Grove then delighted the audience with two solos entitled "Nocturne" and "Spinning Song," and although the pianist did not play with her usual brilliant style at first, she warmed up to her work remarkably quickly, the last item, owing to popular demands for an encore being a decided treat, both the execution and technique being good.

The second part of the programme opened with a Song Cycle called "On Jeelum River," which is an Indian love episode. The part of "Ashoo" was taken by Mrs. E. G. Barrett, while the Rev. M. Longridge was in excellent voice as "Soubhava." The poetry of the item was distinctly good. In the numerous solos in which Mrs. Barrett was heard, that lady's marvellous richness and sweetness of voice was revealed. The purity and pathos of her wonderful tones were heard to perfection in the duet, her words coming upon the audience with inspired force. Her closing verse completely carried away the audience, who would not cry content until the performers gave the repetition of a verse. The recital came to a conclusion with Longfellow's beautiful poem, "The Wreck of the Hesperus," set to music by Hamish MacCunn. The vim with which this piece was rendered was decidedly refreshing, and showed that the chorus had appreciated the author's spirit.

EXPLOSIVES MISSING.

Some person or persons unknown succeeded in forcing an entrance into the magazine of the Kowloon-Canton Railway, at Tai-po, some time on Monday night or early yesterday morning. The party concerned succeeded in removing eighteen cases of dynamite, valued at between \$500 and \$600. A report has been made to the Criminal Investigation Department, and steps are being taken to trace the thieves.

BOYS' OWN CLUB.

PROPOSED ATHLETIC MEETING.

We are glad to see that the initiative is being taken by the Boys' Own Club to celebrate Empire Day. The B.O.C.—the youngest institution of its kind in Hongkong—has decided to hold an athletic meeting on the 24th of May next, probably on the Race Course, should it be obtained for the purpose. This Club being, as it were, still in swaddling clothes, need not only the goodwill but the assistance of sportsmen in the Colony, which it is hoped will be accorded them for their enterprise. During the football season just closed they "played the game" thoroughly and, although beaten, have invariably received unstinted praise from the Senior Clubs for their plucky and clean play. The programme, which we give below, speaks for itself:—

- 1.—100 YARDS (Handicap).
- 2.—1 MILE BICYCLE RACE (Handicap) Open to the Colony. Entrance fee \$1.
- 3.—120 YARDS HURDLE RACE.
- 4.—TEAM RACE (210 Yards).
- 5.—QUARTER MILE (Handicap).
- 6.—300 YARDS. Open to Bad boys of all Regiments under 20 years of age.
- 7.—1 MILE BICYCLE RACE (Handicap).
- 8.—210 YARDS (Handicap) Open to Boys of all Schools in the Colony. Entrance fee 20 cents.
- 9.—HALF MILE (Scratch).
- 10.—LADIES' COMPETITION RACE. (Condition to be published later on).
- 11.—HALF-MILE. Open to Soldiers, Sailors and Police.
- 12.—100 YARDS CHILDREN'S RACE (Under 12 years of age). Post entries.
- 13.—120 YARDS (Handicap) open to all Amateur Visitors.
- 14.—1 MILE Open to Royal Engineers only.
- 15.—CONSOLATION RACE (150 yards). Entries close on the 15th May.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Fairall & Co. \$25
Hon. A. W. Brewin 10
Dr. A. S. Gomes 10

LI LAI has acquired a novel way of stealing chickens. Arming himself with a small bag containing some rice, Li squatted himself on the roadside at Kowloon City yesterday morning, outside a "furn" yard, and started "clucking" at the same time sprinkling some rice on the road. In time a big fat hen, no doubt, understanding the clucking, approached Li in a somewhat friendly way and commenced to help herself to the rice. Quite unexpectedly she was grabbed up by the "poacher," who was minding off with his prize, when Sergeant Sim seized him. He was given three weeks' hard labour and six hours' stocks in the Police Court, to-day.

HIP FOR THE BANKS.

THE CHIEF JUSTICE'S SUGGESTION.

During the hearing of a bill of exchange case in the Supreme Court, to-day (printed elsewhere), the Chief Justice made a suggestion, which he hoped the local banks would take into consideration.

He observed that in view of the number of bills of exchange cases of late the local banks should have bills of exchange forms printed in Chinese, like the English ones, for their native customers. This, if done, would save any difficulties that might arise. The banks, joining together, might do that, as it would be convenient to all parties, and the Chinese could enter anything else they liked on the bill.

Mr. Pollock agreed that the present form was very inconvenient, and was the cause of many disputes.

BOAT OWNER SHOT DEAD.

PIRATES ATTACK PASSENGER BOAT.

A story was told at the Magistracy, this afternoon, during the trial of a man named So Kwan Cheung, a shop coolie, aged twenty-three, of a most startling murder, which he was alleged to have committed in August last, at Sheung Tsai Hau, at San Wai district, in which a ferry boat owner named Leung Cheung met his death with extreme violence.

Mr. H. L. Denny, of the Crown Solicitor's office, who conducted the case for the prosecution—the defendant, being unrepresented—outlined the alleged facts of the case shortly. He stated to the presiding magistrate (Mr. F. A. Hazledorn) that on the afternoon of the 23rd August last, a ferry boat owned by two men, Cheung Tsung and Leung Cheung (the deceased) left Kowloon on a journey to San Wai City. There were two passengers on board, one of whom was named Ho Kwok Choi. In order to get the craft up the river, Leung Cheung was engaged in pulling it on the river bank, while his partner, Chan Tsung, looked after the stern oar. Aspiring at a certain point shortly before dusk, six men, all armed with revolvers, rushed out from the palm trees on the bank of the river, where they had been in hiding. Four of the pirates, among whom was the defendant, boarded the vessel and beached her, while the other two men pursued Leung Cheung. Of course, Leung took flight and bolted. One of the pirates drew his revolver and shot him dead. They then joined their confederates on the boat and helped to ransack it. They relieved the passenger, Ho Kwok Choi, of \$13 in cash and his watch and chain, while the other passenger was the loser of about \$500 of opium silk. The gang soon took their departure. On arrival at San Wai the district magistrate was notified and after much inquiries the defendant was traced to Hongkong, where he posed at a shop coolie at 53, Wooning Street, at Yau-ma-ti.

The defendant denies the charges of armed robbery and murder, and the case was remanded.

THE EARTHQUAKE IN FORMOSA.

NUMEROUS CASUALTIES.

Further particulars are to hand regarding the earthquake in Formosa. An official report dated the 15th instant, at 2 p.m., says:—At 4 o'clock on the morning of the 15th instant an earthquake was experienced in Formosa. The tremor, which was both horizontal and vertical, lasted about three minutes. The northern part of the island suffered most. The damages so far reported are as follows:—

District under the jurisdiction of Taipei prefecture—Two Japanese killed, 1 severely and 18 slightly injured; 23 dwelling houses totally and 18 partially collapsed, 33 otherwise damaged, three other buildings totally destroyed, and 3 damaged.

District under the jurisdiction of Keelung prefecture—Two Japanese killed, 3 Japanese and 2 Formosians injured; 6 dwelling houses totally and 32 partially collapsed, 1 other building burnt and 40 damaged.

District under the jurisdiction of Giran prefecture—Two houses occupied by Japanese partially destroyed.

District under the jurisdiction of Shinko prefecture—Two Japanese slightly injured; 1 dwelling house totally, and 1 partially destroyed.

District under the jurisdiction of Toyah prefecture—Four Japanese killed and 6 injured; 3 dwelling houses totally collapsed, 1 severely and 3 slightly damaged.

District under the jurisdiction of Shiochiku prefecture—One Japanese killed.

District under the jurisdiction of Aiyo—One dwelling house totally and 3 partially wrecked. No damage is reported from the districts under the jurisdiction of Toroku and Kagi.

A Taipei dispatch to the *Asahi* dated the 15th reports that at 3.40 on the morning of the 15th instant a severe earthquake was experienced in and about Taipei. A number of houses collapsed in the city and in the adjoining villages. The casualties so far ascertained are 72 killed and 11 injured. The centre of seismic disturbance appears to be in the sea off Keelung and Giran.

A later dispatch reports that the damage worked by the earthquake has been found to be heavier than at first supposed. The result of investigations made up to the morning of the 16th shows that 9 persons were killed and more than 30 injured, while 35 buildings were totally and 106 others partially wrecked by the shock. Reports have not yet been received from many other places. When they arrive the extent of damage will no doubt be found to be much greater.

On the boundary of the aboriginal district of Toyah and Shinko, even the barbed wire defences have been broken, so great was the vibration. In the district under the jurisdiction of Toyah prefecture a whole family was killed by the falling of a house. A tale followed the earthquake and the weather is still threatening.

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. ROBERT MITCHELL, having resigned the position of Acting Chief Manager of the Company, Mr. WILLIAM WILSON has been appointed his successor from this date and until further notice.

By Order of the Board of Directors,
H. P. WHITE,
Acting Chairman.
Hongkong, 28th April, 1909. [373]

Location:—CAUSEWAY BAY.

THE HIPPODROME CIRCUS AND MENAGERIE.

GRAND OPENING NIGHT.

To-night, 28th April.

ABSOLUTELY THE BIGGEST SHOW EVER SEEN IN HONGKONG.

25 FIRST CLASS ARTISTES 25
A Programme of Unparalleled Brilliance presenting the World-Famous
ZOO OF PERFORMING WILD ANIMALS
Trained and Performed by Prof. G. Urban.
The Greatest and Most Expensive Animal Novelty ever brought to the East.

Miss ZELIA, The Peerless Rhapsodienne.
Miss CATHERINE, Celebrated Dancer.
LE-DIAL, Comic Juggler.
Miss FLORENCE LALLAH, In her Graceful Equipoise on the Silver Wire.
MOOKERIE, Horizontal Bar Expert.
ELLIOTT & ROMAN, Knockabout Clowns.
LEO, HERNANDEZ, Equestrian Humorist.
THE SISTERS ELLIOTT, Acrobatic Dancers.
DICKY AND BELLA BELL, Staircase Hand-Balancing Specialists.
W. H. WARR, Bounding Jockey.

THE STAR OF INDIA.

"BLACK DIAMOND."

The SEA-SAW PONIES & Performing ZEBRA.

The Performing ELEPHANTS.

THE MUSICAL MISS ASHBY.

THE ROYAL ENTERTAINER.

THE MYSORE TROUPE.

PRICES OF ADMISSION:

Box (6 Chairs) \$15.00
Single Seat in Box 3.00
First Chairs 2.00
Second Chairs 1.50
Stalls 1.00
Gallery (Chinese only) 0.50

Box Plan at ROBINSON PIANO CO.

FIRST MATINEE.

SATURDAY at 3.30 P.M.

When Children under 12 years will be admitted at half price to all parts of the CIRCUS. Soldiers and Sailors in uniform half price to Stalls and Second Class.

SPECIAL TRAMS will be run after the Performance.

Doors open at 8 P.M. Overture 9.
Refreshments Supplied by GREEN & Co.

A JACKSON, Representative.
Hongkong, 28th April, 1909. [332]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 30th April, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DINNER WAGGONS, Single and Double IRON BEDSTEPS and BEDDING, CROCKERY, GLASS and E. B. WARE, CARPETS, RUGS, PICTURES, COOKING STOVES and UTENSILS, &c., &c.

ALSO

2 COTTAGE PIANOS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 28th April, 1909. [374]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 30th inst., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. LIMITED,

Agents.
Hongkong, 28th April, 1909. [375]

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Enquiries may be made of the Sisters.
Enquiries may be made of the Sisters.

Enquiries may be made of the Sisters.
Enquiries may be made of the Sisters.

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such amendments, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office, or obtained on application there.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.
Hongkong, 21st April, 1909. [364]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such amendments, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.
Hongkong, 21st April, 1909. [365]

PEAK TRAMWAYS COMPANY, LIMITED.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 1

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID U.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT CLOSING QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.				RESERVE.	AT WORKING ACCOUNT.		
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$150,000 }	\$2,000,134	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.034	{ \$50 sales London £8.10
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £150,000 }	\$10,223	\$2 (London 3/6) for 1903	\$51
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$150,000 }	none	\$14 for 1907	\$187 sales
North China Insurance Company, Limited	10,000	£14	£8	{ Tls. 150,000 Tls. 300,747 Tls. 118,277 }	Tls. 160,511	Final of 7/6 making 15/- for 1907	Tls. 105
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$1,000,000 \$100,000 }	\$2,464,911	{ Final of \$7 making \$47 for 1907 and interim of \$30 for 1908	\$705 ex div. b.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$100,000 }	\$707,637	\$12 and bonus \$3 for 1907	\$202 ex div. b.
FIRE INSURANCES.							
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$100,000 }	\$375,344	\$6 and bonus \$2 for 1907	\$106 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$150,000 }	\$368,718	\$27 for 1907	\$355 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$204,838 }	\$1,935	\$1 for 1906	\$13 sellers
Donghai Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	Nil	24 for year ending 30.6.1908	\$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$50,000 \$50,000 \$50,000 }	\$20,270	Final of 1/2 making \$2 1/2 for 1908	\$30 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £175,000 £175,000 £17,500 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.354	{ \$49 1/2 buyers \$17 1/2 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 7,500 }	Tls. 14,510	Final of Tls. 1/2 making Tls. 3/4 for 1908	{ Tls. 51 sales Tls. 53 sales 57 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £100,000 }	£68,817	Second interim of 1/- for a/c 1908	\$14 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$1,000 }	\$98	{ \$1.00 for year ending 10.4.1908 \$0.50	\$15
REFINERIES.							
China Sugar Refining Company, Limited	12,000	\$100	\$100	{ \$50,000 \$50,000 \$5,000 }	Dr. \$5,838	\$5 for year ending 31.12.08	\$17 1/2
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$50,000 \$50,000 \$5,000 }	Dr. \$135,811	\$3 for 1897	\$16 1/2
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 10,000 }	Tls. 9,17	Tls. 3 1/2 for year ending 31.8.08	\$3 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 £17,500 }	£11,510	{ Final of 1/6 (coupon No. 11) for year end- ing 30.12.08	Tls. 18 sales
Rioh Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £175,000 £17,500 }	Dr. £2,111	No. 12 of 1/- = 8 cents	\$3 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,000 \$48,000 \$4,800 }	Dr. \$7,411	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$50,000 \$5,000 }	\$20,101	Final of \$1 1/2 making \$1 1/2 for 1907	\$13 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$50,000 \$5,000 }	\$3,718	Final of \$4 making \$8 for 1908	\$79 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 100,000 }	Tls. 23,711	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	Tls. 85 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 607,257 Tls. 60,725 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 166 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 2,500 }	Tls. 4,134	Tls. 6 for year ending 30.6.09	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 \$30,000 \$3,000 }	Dr. \$4,211	\$2 1/2 for year ending 30.6.07	\$24 1/2 buyers
General Stores, Limited	50,125	\$15	\$15	{ \$15,000 \$15,000 \$1,500 }	\$1,000	\$1.20 on old and 60 cents on first new issue	\$18 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$50,000 \$50,000 \$5,000 }	\$195	Final of \$3 making \$6 for 1908	\$85 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 \$50,000 \$5,000 }	\$16,475	Final of \$3 1/2 making \$7 for 1908	\$97 1/2 buyers
Humphreys, Keate & Finance Company, Limited	150,000	\$10	\$10	{ \$150,000 \$150,000 \$15,000 }	\$5,486	60 cents for 1908	\$8.70 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 \$50,000 \$5,000 }	\$278	\$1 1/2 for 1908	\$30
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,250,000 Tls. 1,250,000 Tls. 125,000 }	Tls. 124,404	Final of Tls. 3 and bonus of Tls. 3 making Tls. 8 for 1908	Tls. 217 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$50,000 \$50,000 \$5,000 }	\$1,068	Final of \$2 making \$4 for 1908	\$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 15,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	Tls. 121 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$125,000 \$125,000 \$12,500 }	\$6,553	50 cents for year ending 31.7.08	\$81 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 17,500 }	Tls. 6,372	Tls. 6 for year ending 30.9.08 (8%)	Tls. 91
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 800,000 Tls. 80,000 }	Tls. 4,839	Tls. 4 for 1908	Tls. 311 sellers
Wai Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 31,172 Tls. 31,172 Tls. 3,117 }	Tls. 15,912	Tls. 50 for 1906	Tls. 410
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	\$176	\$176	{ \$1,500 \$1,500 \$150,000 }	£648	1/10th per share for 1907 = 1.037	\$104 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$12,000 \$1,200 }	Nil	\$1.20 or 1908	\$17.30 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$50,000 \$50,000 \$5,000 }	\$51,138	50 cents for year ended 28.2.06	\$5
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$125,000 \$125,000 \$12,500 }	\$1,407	80 cents for 1908	\$91 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$10,000 \$10,000 \$1,000 }	\$48	\$1.30 for year ending 31.7.08	\$17 sellers
Green Island Cement Company, Limited	400,000	\$25	\$25	{ \$10,000 \$10,000 \$1,000 }	\$3,757	Final of 50 cents making 90 cents for 1908	\$8.90 sellers
M. Price & Company, Limited	12,000	\$20	\$20	{ \$12,000 \$12,000 \$1,200 }	\$2,111	75 cents for 9 months ending 31.12.07	\$22
Hall & Holts, Limited	21,000	\$20	\$20	{ \$180,000 \$180,000 \$18,000 }	\$8,957	\$2 for year ending 28.2.08	\$23 buyers
Hongkong Electric Company, Limited	66,000	\$50	\$50	{ \$1,650,000 \$1,650,000 \$165,000 }	\$1,195	\$1 and bonus 20 cts. for year ending 29.6.09	\$62 1/2 ex div. b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$12,500 }	\$7,616	Final of \$15 per share making \$ 9 for 1908	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$60,000 \$60,000 \$6,000 }	\$8,900	Final of \$1 per share making \$1 for 1908	\$24
Maatschappij tot Mijl. Bosch en Landbouwerij op de Lantia, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 547,500 Tls. 54,750 }	Tls. 316,682	1st Quarterly div. of Tls. 1 1/2 for account 1909	Tls. 7050 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$25,000 \$25,000 \$2,500 }	\$7,471	80 cents on fully paid shares and 6 cents on 54 paid shares for year ending 30.4.08	\$14
Peak Tramways Company (New)	50,000	\$10	\$10	{ \$50,000 \$50,000 \$5,000 }	Pa. 18,640	None	\$2
Philippine Company, Limited	75,000	\$10	\$10	{ \$75,000 \$75,000 \$7,500 }	Pa. 18,640	None	Tls. 115 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 1,200,000 Tls. 120,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	Tls. 131 1/2 b.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,000 Tls. 24,000 Tls. 2,400 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	Tls. 457
Shanghai Waterworks Company, Limited	16,110	£20	£20	{ Tls. 240,000 Tls. 240,000 Tls. 24,000 }	Tls. 23,038	Final of 3/- making 4/- for 1908	\$24
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$15,000 }	Dr. \$56,622	None	\$25
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$10,000 \$10,000 \$1,000 }	\$3,56	40 cents for year ending 31.5.08	Tls. 94 buyers
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 15,295 Tls. 1,529 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	\$10 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$50,000 \$50,000 \$5,000 }	\$1,360	60 cents for year ending 31.12.07	\$13 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$10,000 }	\$6,138	{ 80 cents on 9,000 ord. shares and \$10.50 on 100 Founders shares for yr. end. 31.5.07 }	\$9 sales
Watson, (A/S.) & Co., Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$10,000 }	\$6,138	Interim of 30 cents a/c 1908	\$2 1/2 buyers
William Powell, Limited	5,000	\$7	\$7	{ \$35,000 \$35,000 \$3,500 }	\$3,95	Final of 50 cts. making 80 cts. for the year ended 30th June, 1906	\$2 1/2 buyers

* These shares are entitled to half of the profits.

Intimation.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882 CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

Auction.

SPECIAL SALE BY PUBLIC AUCTION

ON
Saturday, the 1st May, 1909,

commencing at 2 P.M. Sharp,

HIGH CLASS IRISH GOODS.

Messrs. HUGHES & HOUGH have received instructions to sell on the above date at their
SALES ROOMS, ICE HOUSE STREET.

Fine Turkish Towels, Bath Towels, Bath Sheets, Best Linen Towels, Roller Towels, Kitchen and Pantry Cloths, White Satin Quilts (single and double bed size), White and Cream Lace Curtains (3 yds., 3 1/2 and 4 yds.), Hemstitched Sheets, Pure Irish Hand-embroidered Pillow Cases, Supper Cloths, Tray Cloths, Bedspreads, Assortment of Skirts and Underskirts, Pure Irish Linen Double Damask Table Cloths with Serviettes to match, Moirette Underskirts, Embroidered Ladies' Robes, Camisoles, Night-dresses, Blouse and Dress Lengths, Ladies' and Gent's Irish Linen Handkerchiefs, Table Covers, Carpets and Axminster Rugs, &c., &c.

(Arrived per S.S. "Oopack" on the 25th instant.)

Goods will be on view on FRIDAY A.M.

Catalogues will be issued.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 26th April, 1909.

1379

Intimations.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

1388

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, GALLOTTA, SHAMBAI,
11, John Street, Bedford Row, W.C. 59, Bentinck Street 506, Nanking Road

HONGKONG, 26th March 1909.

Dentistry.

TSIN TING.

Dr. M. H. CHAN.

LATEST METHODS OF DENTISTRY.

THE LATEST METHODS OF

STUDIO AT NO. 14, D'AGUILAR STREET.

AMERICAN SYSTEM OF DENTISTRY

REASONABLE FEES.

25, QUEEN'S ROAD CENTRAL.

Consultation Free.

From the University of Pennsylvania, U.S.A.

Hongkong, 26th April, 1909.

Hongkong, 1st April, 1909.